



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

Name:

Mailing Address:

Phone:

Email:

Comments (please print clearly):

YOUR PRIORITY SHOULD BE
TO FIX THE 4350 ON RAMP TO 167
AS SOON AS POSSIBLE.





Corridor Program

Congestion Relief & Bus Rapid Transit Projects

Name:

MARC KEARNS

Mailing Address:

9205 So 198th St Renton 98035

Phone:

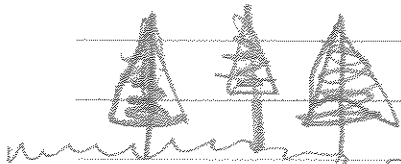
253-852-4756

Email:

Comments (please print clearly):

SNOQUALMIE PASS

I90 IS ALWAYS HAVING ROCK FALLS
ON TO THE HIGHWAY. FOR CHRIST SAKE
CUT DOWN ALL THE EVERGREEN'S ON
TOP OF THE ROCK FACE BACK ABOUT 30 FT.
THE ROOTS FROM THE TREES FORCE THE
ROCKS APART. 2 WOMEN WERE KILLED
LAST WINTER, HOW MANY MORE WILL BE KILLED?



ROOTS →

ROADWAY



Washington State
Department of Transportation

Jason McKinney

From: Allison Ray
Sent: Friday, May 12, 2006 10:12 AM
To: 'Arland Johnson'
Subject: RE: Concerning the 405 improvements

Arland,
Thank you for your comment on the project, I will add it to the formal record for the project. At this point in the environmental process, we are just beginning the environmental analysis and so we are taking comments from the public and state/federal/local agencies on the project. Your comments will help us to determine concerns that the public have about this project. We will soon begin our environmental analysis on noise, and we will determine what the noise levels will be once the project is completed, and we will also determine if those noise levels warrant providing mitigation such as a noise wall. The noise that is generated from our projects is one of our greatest concerns, and we appreciate receiving feedback from citizens on the issues that are important to them.
Thank you, Allison

-----Original Message-----

From: Arland Johnson [mailto:arlandbuzz@earthlink.net]
Sent: Tuesday, May 09, 2006 5:50 PM
To: Allison Ray
Subject: Concerning the 405 improvements

Dear Ray:

I plan to come on the 23rd, but I wanted to give you my comments not also. My concern is with the residents of Spencer Court (4th between Wells and Main). The freeway noise is very bad for those residents who live facing the freeway. For them a sound wall would be a correct and inexpensive solution. What are your comments?

Sincerely yours,

Arland "Buzz" Johnson
334 Wells Ave South #306
Renton, Washington 98055



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

Name: ARLAND "BUZZ" JOHNSON

Mailing Address: 334 WELLS AVE. # 304

Phone: 425 917-9947 Email: ARLAND BUZZ @ MATTALIN@NOT

Comments (please print clearly): SPENCER COURT HAS A
CREAT PROBLEM WITH NOISE COMING
OFF THE 405 FREEWAY. THE CURRENT
PLAN IS TO BRING THE FREEWAY CLOSER
TO SPENCER COURT, THEREBY INCREASING
THE NOISE.

WE NEED A SOUND BARRIER
ON BOTH THE NORTH & SOUTH
BOUND LANES ON 405 STARTING
WITH THE RIVINGTON AVE BRIDGE
AND GOING TO MAIN STREET WHERE
THE FREEWAY TOUCHES MAIN STREET

THIS SOUND WALL IS TO PROTECT
THE RESIDENTS OF SPENCER COURT
FROM NOISE COMING FROM BOTH
SIDES OF THE 405 FREEWAY.

Jason McKinney

From: Allison Ray
Sent: Wednesday, May 24, 2006 10:00 PM
To: Dan Feighner
Subject: RE: 405 project

Dan,
I have forwarded your comment to our environmental team so that it can be added to the formal record. In addition, I have forwarded the email to Barrett.
Thank you, Allison

From: Dan Feighner [mailto:dfeighner@wr-sub-mits.com]
Sent: Wed 5/24/2006 7:53 AM
To: Allison Ray
Cc: Dale Walker
Subject: 405 project

Hello Allison, Thanks for all the information on the project last night. I think I now have a clear understanding of the scope of the work proposed. Please add our concerns to the official comments for the record. In review, we need to know exactly how far on to our property at 519 SW 12th st. the phase 2 connector will need to be. Our concern is if it is more than 2 or 3 feet, it will cause us to lose an entire row of service parking. It is not possible for us to run our business if this were to occur. Barrett Hanson is requesting a survey to establish some more exact measurements. We would also like to have some more precise drawings or renditions of what is proposed.

Thanks, Dan Feighner Walker's Renton Subaru.

Jason McKinney

From: Allison Ray
Sent: Friday, May 12, 2006 9:40 AM
To: 'Reeves, John D'
Subject: RE: I-405 from Tukwila to Renton

John,

Thank you for your comment on the project, I will add your comment to the formal project record. Thanks much, Allison

-----Original Message-----

From: Reeves, John D [mailto:john.d.reeves@boeing.com]
Sent: Wednesday, May 10, 2006 9:27 AM
To: Allison Ray
Subject: I-405 from Tukwila to Renton

I will not be able to attend the May 23rd meeting but I would like to make the following comments since I drive I-405 from I-5 to S-167 daily.

* When you add a lane in each direction from S-181 to S-169, please consider also adding an exit only lane from I-405N to S-167S. In the afternoon, traffic backs up from the S-167 exit all the way to S-181. This causes traffic in the inside I-405N lane to also slow down to a crawl. If you add another lane without adding an exit only lane for S-167, I fear the problem will still exist. The exit only lane should go back to where the current overpass starting at S-181 comes back down to near ground level.

* When you add the northbound lane on S-167 from S.180th to I-405, try to do something to allow S-167N HOV traffic to get to the HOV exit to I-405N. Traffic is so heavy on S-167N that it backs up from its end at Grady Way to south of the I-405N exit. HOV cars that move over from the inside lane to the 2nd lane (in order to exit to the HOV exit lane for I-405N) get caught in the backup for cars going into Renton. It can actually be quicker getting all the way over into the general purpose exit only lane for I-405N. This totally compromises the effort to allow HOV cars from easily moving from S-167 to I-405N.

Thank you,
John Reeves

904 E. Walnut St.
Kent WA 98030

253-859-2448



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

Name: JAN STROMBERG

Mailing Address: JCR DEV CO, 2835 82nd Ave SE, #300, MERCER ISLAND

Phone: 206-367-2663

Email: jststromberg@jcrdevco.com

Comments (please print clearly): We are in receipt of phase 2 drawings (1-5 to SE169). Two of our properties will be negatively impacted by the Road Charges - The University of Phoenix @ 900 SW 16th Street, Renton & the Texaco site @ 501 Tukwila Parkway, Renton - therefore, JCR Development would like to go on record as opposed to this project. The cost of raw land has escalated to the point it would be nearly impossible to build in the immediate area to retain our current tenants.

RECEIVED

JUN 01 2006

URBAN CORRIDORS OFFICE

Jason McKinney

From: Allison Ray
Sent: Friday, May 26, 2006 11:02 AM
To: Stacy Trussler; Ross Fenton; Barrett Hanson; Robin Sterry; Jason McKinney; Karen Comings (kjco@deainc.com)
Subject: FW: I-405 Expansion Project
Attachments: Unknown Document

Per William's request below, please disregard the email that I forwarded to your earlier this week and include this attachment as his formal comment. Thank you, Allison

From: carol & bill [mailto:wcollins@qwest.net]
Sent: Thu 5/25/2006 5:59 PM
To: Allison Ray; Stacy Trussler; randwlarson@msn.com
Subject: I-405 Expansion Project

Allison:

I must apologize for sending you the previous e-mail without checking grammar and clarity - shortly after the public meeting held at the Renton Community Center this past Tuesday.

Attached please find a MS word letter version with these items corrected.

P.S. Since I have a MAC computer, you will need to change the document from "I-405 Expansion.dat" to "I-405 Expansion.doc" before you can open or save it.

Thank you very much. Sorry for the duplication, but this version reads better.

Wm Collins

*** eSafe scanned this email and found no malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

May 23, 2006

Allison Ray
I-405 Project Team
Congestion Relief & Bus Rapid Transit Projects
600 108th Ave NE
Bellevue, WA 98004

Dear Allison:

Please pass this on to others on your I-405 Phase 2 team:

As long-time Renton residents and being involved with City Services of various forms, we are very concerned about the routing of traffic through Renton and specifically northbound on Mill Avenue South and over the Bronson Way Bridge during and after the I-405 widening project. This route will not provide congestion relief, but actually compound it through this corridor.

As currently proposed, it is a fallacy to believe that traffic will be lessened in downtown Renton after new I-405 ramps and perimeter roads are built to take traffic away from the downtown core. It is a fact that Martin Luther King Way (and highway 900 via south 3rd), Grady Way (from Southcenter), Benson Road (via Main Avenue) all contribute to traffic passing through the core of Renton. This traffic is increasing with each new planned and existing residential project in North or East Renton as well as Maple Valley. During the "rush" hour, traffic is headed eastward from I-5 via MLK Way and S. 3rd just to pass through the downtown core. In addition, the above-mentioned streets all provide "local" access to housing in the Renton Highlands, East Renton, Northeast Renton, and new developments taking place in Maple Valley.

Stacy Trussler and I have visited the Bronson Way Bridge during an annual Renton event which closes Hauser Way. Traffic proved to be too much for Mill Avenue and the Bronson Bridge to handle, with Main Avenue backups to Grady Way and the Sam's Club area ten blocks away and South 3rd backups to Rainier Avenue. Making Mill Avenue one way will not solve the problem of the sharp turn required at Mill Avenue and Bronson to get onto the bridge, especially for trucks and busses. With increased traffic loads during rush hour, it makes it extremely difficult for emergency equipment to travel this route as well, especially since the emergency equipment is housed alongside this congested route. This shortsightedness on the design (engineering) team's efforts will have an adverse effect on daily travel through Renton. Putting all of this traffic on only one possible route over the Cedar River is not a wise engineering alternative. The only other close-by northbound bridge over the river leads directly into a residential neighborhood. The Logan Street Bridge, further away, leads to north Renton, but is clearly a long, circuitous route for those approaching from Grady Way, Benson Road, and SR 900 heading eastward only. The Bronson Way Bridge is over 65 years old with expected major maintenance and repairs expected in the future which will surely close or partially close the bridge to all traffic.

At the time the newer Hauser Way Bridge was built, traffic loads were a fraction of what they are today. Even with these two bridges today, traffic to existing and new developments (current and projected) is impacting eastward traffic movement through downtown (not related to I-405). To expect all this movement to take place on one bridge is expecting too much. We request that your team re-visit this location and re-think the suggested "fix" which is not truly a practical fix at all. The interchange at I-405 and Bronson Way must be re-negotiated to allow continued movement of traffic on Hauser Way. Each time this topic was brought up in the past, the "engineering team" found a way to ignore the plight of traffic movement (not related to I-405) through the heart of Renton with explanations that didn't make sense to most intelligent people listening. The Bronson Way bridge issue cannot be taken lightly.

I am requesting that your team re-think this issue without a blind response.

Thank you very much.

William Collins
420 Cedar Ave So
Renton 98055